LEMBAR
HASIL PENILAIAN SEJAWAT SEBIDANG ATAU *PEER REVIEW*
KARYA ILMIAH : JURNAL ILMIAH

Judul Jurnal Ilmiah (Artikel)	:	Effects of the rebounding of a striking ship on structural crashworthiness during ship-ship collision		
Jumlah Penulis	:	6 orang		
Status Pengusul	:	penulis ke-4		
Identitas Jurnal Ilmiah	:	a. Nama Jurnal	:	Thin-Walled Structures
		b. Nomor ISSN	:	0263-8231
		c. Vol, No., Bln Thn	:	Volume 115, June 2017, Pages 225-239
		d. Penerbit	:	Elsevier B.V.
		e. DOI artikel (jika ada)	:	https://doi.org/10.1016/j.tws.2017.02.022
		f. Alamat web jurnal	:	https://www.sciencedirect.com/science/article/pii/S0263823116303172
		Alamat Artikel	:	https://www.sciencedirect.com/science/article/pii/S0263823116303172
		g. Terindex	:	Scopus, Q1

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Semarang, 24 Juni 2019

Reviewer 2

Ojo Kurdi, S.T., M.T., Ph.D
NIP. 197303171999031001
Unit Kerja : S1 Teknik Mesin FT UNDIP

Reviewer 1

Dr.Eng. Hartono Yudo, S.T., M.T.
NIP. 197510211999031004
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		g. Terindex	:	Scopus, Q1

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3. **Kecukupan dan kemutakhiran data/informasi dan metodologi:**
   Kebaruan informasi pada artikel cukup baik dan data yang dihasilkan cukup mutakhir untuk pengembangan metode FEM pada Analisa tabrakan kapal.
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   Jurnal adalah bereputasi baik dengan terindeks Scopus Q1. Memenuhi unsur terbitan jurnal. Indeks Similarity Turnitin 7% dan memenuhi syarat jurnal internasional.

Semarang, 24 Juni 2019
Reviewer 1

Dr.Eng. Hartono Yudo, S.T., M.T.
NIP. 197510211999031004
Unit Kerja : S1 Teknik Perkapalan FT UNDIP

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Komponen Yang Dinilai	Nilai Maksimal Jurnal Ilmiah			Nilai Akhir Yang Diperoleh
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   Pembahasan menggunakan metode finite element yang sudah banyak dilakukan oleh peneliti, pembahasan telah dilakukan dengan cukup baik.
3. **Kecukupan dan kemutakhiran data/informasi dan metodologi:**
   Informasi tentang teknik analisa FEM diberikan dengan cukup baik dan mutakhir dalam pengembangan simulasi tabrakan kapal.
4. **Kelengkapan unsur dan kualitas terbitan:**
   Merupakan jurnal bereputasi dengan terindeks Scopus Q1, SJR 1,5 dan H-indeks 50.

Semarang, 24 Juni 2019
Reviewer 2

Ojo Kurdi, S.T., M.T., Ph.D
NIP. 197303171999031001
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Document details

Thin-Walled Structures
Volume 115, 1 June 2017, Pages 225-239

Effects of the rebounding of a striking ship on structural crashworthiness during ship-ship collision (Article) (Open Access)

Rio Prabowo, A.[a], Myung Bae, D.[b], Min Sohn, J.[b], Fauzan Zakki, A.[c], Cao, B.[d], Hyung Cho, J.[a]

[a]Interdisciplinary Program of Marine Convergence Design, Pukyong National University, Pusan, South Korea
[b]Department of Naval Architecture and Marine Systems Engineering, Pukyong National University, Pusan, South Korea
[c]Department of Naval Architecture, Diponegoro University, Semarang, Indonesia

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Abstract

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The purpose of this paper is to study the rebounding phenomenon of a striking ship and its effect on the structural crashworthiness of the struck ship. Pioneer works on ship collision and mathematical formulations to assess energy after collision are described to summarize the behaviour of the ship structure under collision between ships in various scenarios. A benchmark study is conducted using laboratory tests of the resistance to penetration of a stiffened plate to validate the methodology of the present work, which uses finite element methods to model a series of dynamic collision scenarios. The setting and configuration of a full-scale collision analysis is introduced, along with the configurations of the defined scenarios. External and internal ship collision parameters are considered as parameters that will affect structural behaviour prior to and after ruptures. The results of the evaluation indicate that in the event of a side collision, the striking ship can either fully stuck or rebounding phenomena. These phenomena produce significant differences in term of internal energy and crushing force, which are included as crashworthiness criteria. The type of striking ship, as well as its velocity, significantly affects the rebounding of the striking ship and behaviour of the struck ship. A notable gap between medium and high-carbon steels is not found during observations of the structural crashworthiness accounting for structure materials. Finally, other criteria for assessing the mechanisms and effects of rebounding during a collision are summarized, i.e. kinetic energy, acceleration, and extent of damage. © 2017 Elsevier Ltd

SciVal Topic Prominence

Topic: Ships | Crashworthiness | Double hull

Prominence percentile: 91.614

Author keywords

Bow-side interaction | Finite element experiment | Resistance to penetration | Ship collision | Striking ship's rebounding | Structural crashworthiness

Indexed keywords

Engineering controlled terms: Accidents | Carbon | Carbon steel | Crashworthiness | Finite element method | Kinetic energy | Kinetics

Engineering uncontrolled terms: Bow-side interaction | Collision scenarios | Mathematical formulation | Ship collision | Striking ship's rebounding | Structural behaviour | Structural crashworthiness | Structure materials

Engineering main heading: Ships

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Thin-Walled Structures

Country	Netherlands - SIR Ranking of Netherlands
Subject Area and Category	Engineering Building and Construction Civil and Structural Engineering Mechanical Engineering
Publisher	Elsevier BV
Publication type	Journals
ISSN	02638231
Coverage	1983-ongoing
Scope	Thin-walled structures comprises an important and growing proportion of engineering construction with areas of application becoming increasingly diverse, ranging from aircraft, bridges, ships and oil rigs to storage vessels, industrial buildings and warehouses. Many factors, including cost and weight economy, new materials and processes and the growth of powerful methods of analysis have contributed to this growth, and led to the need for a journal which concentrates specifically on structures in which problems arise due to the thinness of the walls. This field includes cold–formed sections, plate and shell structures, reinforced plastics structures and aluminium structures, and is of importance in many branches of engineering.

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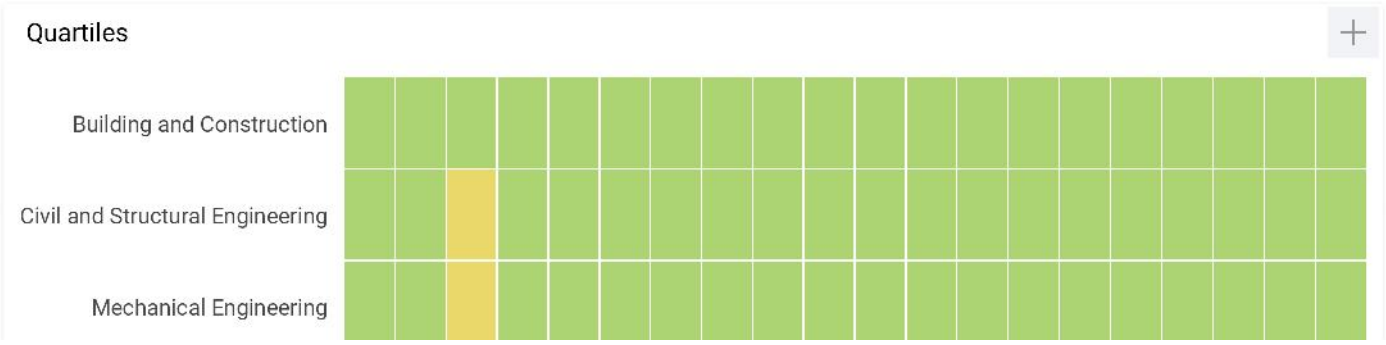

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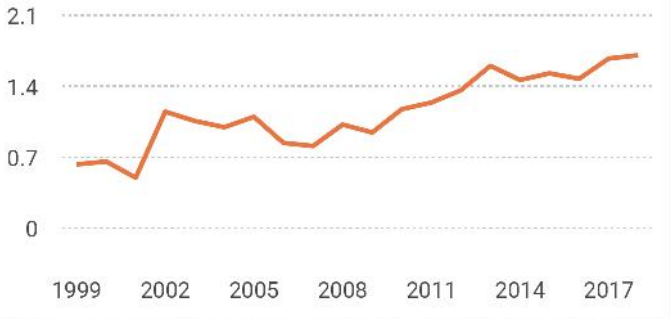

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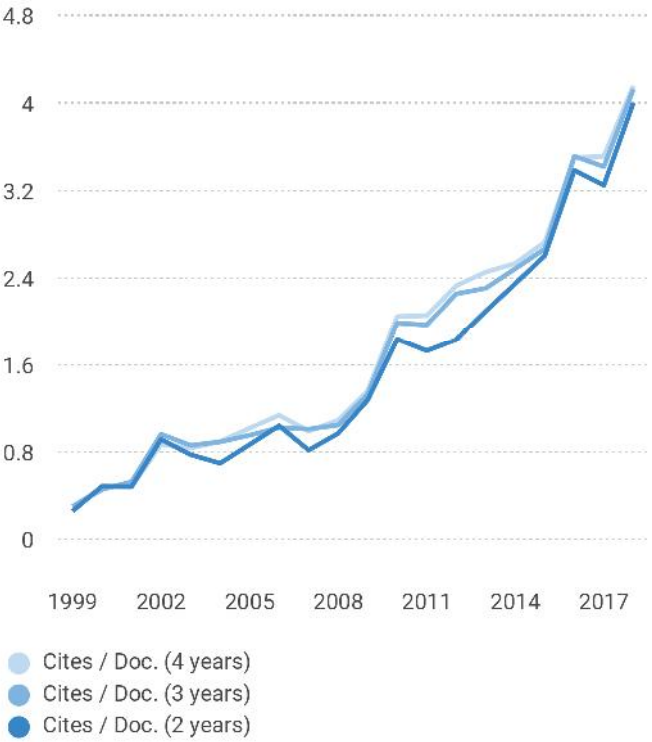

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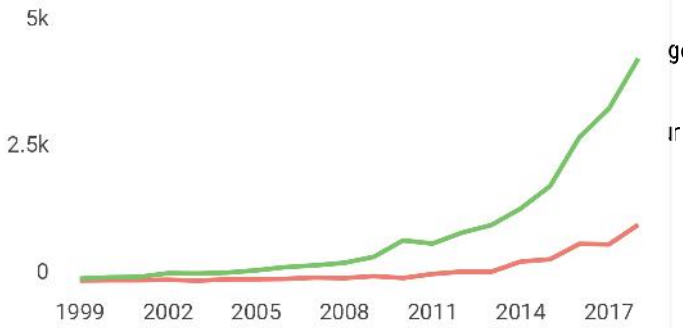

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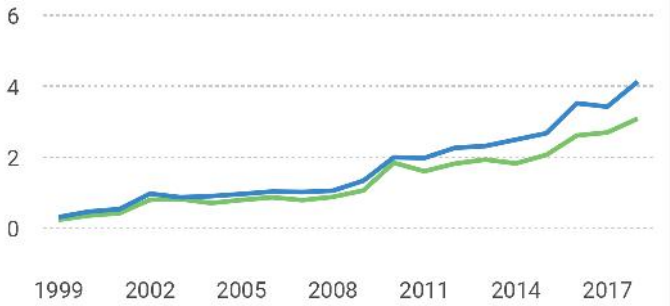

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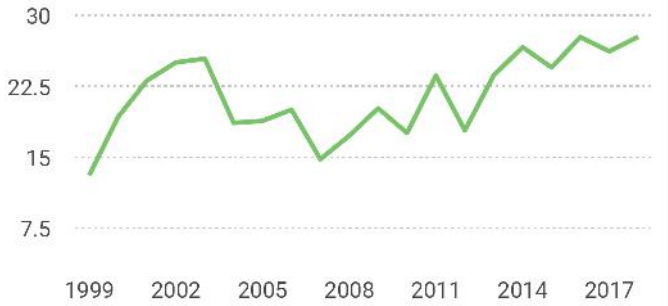

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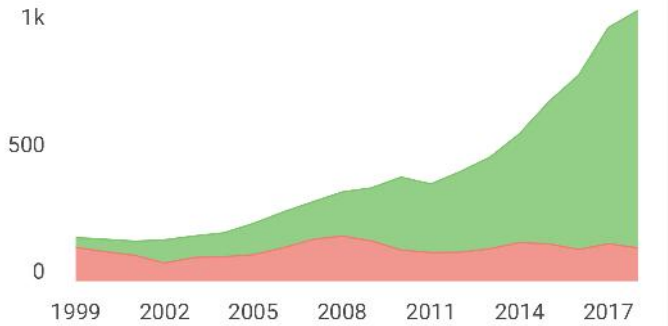

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THIN-WALLED STRUCTURES

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THIN-WALLED STRUCTURES

Thin-walled structures comprise an important and growing proportion of engineering construction with areas of application becoming increasingly diverse ranging from aircraft, bridges, ships and oil rigs to storage vessels, industrial buildings and warehouses. Many factors, including cost and weight economy, new materials and processes and the growth of powerful methods of analysis have contributed to this growth, and led to the need for a journal which concentrates specifically on structures in which problems arise due to the thinness of the walls. This field includes cold-formed sections, plate and shell structures, reinforced plastics structures and aluminium structures and is of importance in many branches of engineering.

The primary criterion for consideration of papers in *Thin-Walled Structures* is that they must be concerned with thin-walled structures or the basic problems inherent in thin-walled structures. Provided this criterion is satisfied no restriction is placed on the type of construction, material or field of application. Papers on theory, experiment, design, etc. are published and it is expected that many papers will contain aspects of all three.

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